Southwestern Has Many Vacancies Open OPHELIA

Engineers and Firemen Will Be Assigned To Runs In December

Cars of Oranges, Passes Through El Paso.

HERE is a vacancy for an engineer of the eastern division of the El Paso & Southwestern system between Tucumcarl and Car-

gineer of the eastern division of the El Paso & Southwestern system between Tucungcarl and Carriaggo, in passenger service on runs Nos 3 and 2. The senior engineer making a written application will be assigned Dec. 18. The above runs are also open for a fireman. The oldest fireman in the point of sentority, making a written application on or before the noon of Dec. 21.

Passenger runs Nos. 7 and 8, on the eastern division of the El Paso & Southwestern between Tucumcart, N. M., are open to bide from all engineers and firemen. The senior applicants will be assigned, engineer on Dec. 18, and the fireman on Dec. 22.

The short division passenger runs between Tucumcart and Dawson, are open to bids from all engineers and firemen of the east end of the Southwestern system. These runs are known as Nos. 134 and 122. The fireman will be assigned Dec. 12, and the engineer and firemen of the east end of the Southwestern system. These runs are known as Nos. 134 and 122. The fireman will be named Dec. 18.

There are now vacancies for five engineers and firemen, in regular passenger service, on the eastern division of the Southwestern, between El Paso and Carrizozo, with layover in the Pass City. The sentor engineers making successful bids will be amounteed on the noon of Dec. 18. The successful firemen will be amounteed on the noon of the Torrange varies, north of the house track, will be known as the interchange track with the N. M. C. railway, for both the delivery and receipt of merchandiss from that road, Torrance is a station on the eastern division of the Southwestern announces that a vacancy exists for a fireman Lindahan who wacated this turn. The senior applicant making a written application will be assigned Dec. 22.

Two vacancies exist for firemen in regular chain gang service on the eastern division of the Southwestern, between Tucumcari and Duran. The senior applicant and Duran. The senior applicant will be assigned on Dec. 11.

A vacancy exists for a fireman in local freight service on the eastern division of th

Southwestern.
Twenty-fire cars of oranges arrived today over the Southern Pacific from California points and were delivered to the Texas & Pacific for the Ft. Worth

markets.

C. N. Holford, night engine herder for the foint Southern Pacific and G. H. raliroads, at El Paso, has reported for duty relieving engine foreman J.

J. Trainor.
Cabeese No. 10 has been put back into service between El Paso and Valentine. Conductor Haight and his brakemen were assigned to this turn.
W. C. Hudnall, through freight on-

acting as host to the cup hunting challengers from various parts of the

world, the coming year promises to

produce a big series of international

matches in various sports, together

with the possibility of shattered re-

Challenges have already been re-

America Will Be Host To

World's Teams Next Year

Big Series of International Matches Is In Sight, With Prospect of Unusually Interesting Contests and Possibility of Broken Records; Challenges

for Yacht and Polo Cups Received.

Largest Fruit Train, 59 and was placed on the freight turn on engine 280.

and was placed on the freight turn on engine 280.

Western division fireman Reed, of the Southwestern between El Paso and Hachita, has reported for duty after a layoff and was placed on the turn with engineer Fred Kincaid.

Neal Coleman, fireman for the western division of the Southwestern between El Paso and Douglas, has reported for duty after a four month's layoff. He was assigned to the fast freight runs Nos. 53 and 52 between El Paso and Douglas.

E. L. Aylsworth, western division engineer for the Southwestern, between El Paso and Hachita, has reported for duty and was placed on the local freight turn on engine 272. Fireman C. L. Sheay is firing for him.

E. T. Strickland, extra fireman for the western division of the Southwestern at El Paso, is making a round freight trip between El Paso and Hachita on engine 287.

S. O. Bottgroff, engineer for the eastern division of the Southwestern is back to pulling through freight after having made several trips on passenger between El Paso and Carrizoze in regular engineer J. B. Protho's place. The latter has reported for duty after a short layoff. James Wylie is firing freight for Bottoroff.

A. L. Bartz, road foreman of engines for the Southwestern, is making an inspection trip on engine 124. He left on passenger train No. 34.

Frank Eschwig, engineer for the eastern division of the Southwestern, is making a few trips between El Paso and Carrizozo is back on the local slow board after a few trips on passenger with engineer S. O. Bottgroff.

Sam Marner, fireman for the western division of the Southwestern, has been between El Paso and Carrizozo, is back on the local slow board after a few trips on passenger with engineer S. O. Bottgroff.

trips on passenger with engineer S. O. Bottoroff.

Sam Marner, fireman for the western division of the Southwestern, has been bumped off of the freight turn between EI Paso and Hachita and placed on the local slow board.

Western division fireman Rhodes of the Southwestern between El Paso and Hachita, is back on the local slow board after a few freight trips.

Pat Connolly, engineer for the western division of the Southwestern, has taken a 15 days layoff. Up to the past few days, he has been pulling the local turn between El Paso and Hachita. He was displaced from this run by engineer Buddle Harris.

L. L. Kinney, extra fireman for the western division of the Southwestern between El Faso and Hachita, is laying off for a few shlits.

western division of the Southwehtern between El Paso and Hachita, is laying off for a few shifts.

J. J. Trainor, engine foreman for the G. H. at El Paso, is laying off.

J. E. Wade, Ewitchman for the G. H. at El Paso, is laying off for a few shifts.

Hugh McMichael, helper on the day union depot coach engine of the G. H. has reported for duty, after a two weeks' layoff. He was placed on the turn with foreman Willie Weed, displacing switchman H. A. Cunningham, who goes on the day lead engine with foreman W. E. Stewart.

The G. H. used an extra engine last night. T. M. George was the foreman in charge. His helpers were H. R. Bean, R. L. Smith, and S. P. Merrison, extra switchman of the local slow board.

George Vance, through freight brakeman for the eastern division of the Southwestern between El Paso and Carrisozo has taken a 20 days leave of absence, and left Monday night for a trip to St. Louis, Mo.

Line clerk Shreeve of the Southwestern freight department, has resigned, and will leave in a few days for Michigan, his old home. His brother, C. V. Shreeve will resign his position with the G. H., at El Paso about Dec. 20 to accompany him.

H. H. Carroll, extra engineer for the

W. C. Hudnall, through freight engineer for the eastern division of the Southwestern between El Paso and Carrisozo is laying off for a few trips and an extra engineer of the Pass City slow board is filling his place.

I. W. Sampson, fireman for the eastern division of the Southwestern between El Paso and Carrisozo is laying off for a few shifts.

R. Hepworth, eastern division fireman for the Southwestern between El Paso and Carrisozo is laying off.

E. N. Robertson, east end extra fireman of the Southwestern at El Paso and Lordsburg for his brother, G. W. Trimbie, who is engineer.

Fred Hoffman, extra fireman for the S. P. at El Paso, is making a freight trip between El Paso and Lordsburg for his brother, G. W. Trimbie, who is engineer.

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Fred Hoffman, extra fireman for the S. P. at El Paso, is making a freight trip between El Paso and Lordsburg with engineer F. N. Craver.

A. T. Haire, foreman of the B. P. at El Paso, is making a freight trip between El Paso and Lordsburg for his brother, G. W. Trimbie, who is engineer.

A. T. Haire, foreman for the S. P. at El Paso, is making a freight trip between El Paso and Lordsburg for his brother, G. W. Trimbie, who is engineer.

A. T. Haire, foreman of the B. P. A. T. Haire, foreman of the B. H. H. Carroll, extra engineer for the S. P. at El Paso, is making a freight trip between El Paso and Lordsburg on engine 2798.

Fire Hoffman, extra fireman for the S. P. at El Paso, is making a freight trip between El Paso and Lordsburg on engine 2798.

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Fire Hoffman, extra fireman for the S. P. a

Union Meetings Postponed By Bad Weather; Cooks and Waiters Meet

Latter Union Growing Fast;
Has 57 Names Down as
Charter Members.

On account of the absence of many members and the wet weather Monday night two union meetings were postponed. They were the Cigar Makers' union, Jesus Gameros president, Trinidad Ortiz secretary; and the Butchers and Meat Cutters' union, N. A. Hoffman president, and J. L. Flores secretary.

The Building Trades council meeting was also postponed. A. M. Webb is president and Sam Baynes is secretary.

The Cooks and Waiters' union held its semi-monthly meeting Monday night. The general routine of business was transacted, then four new mem-

Criticism of Juarez Fight Methods -:|:- -:|:- -:|:- -:|:-End of the Game Seems In Sight

IGHT promotion in Juarez is on the rocks; whether the end is in sight is a question, but the continuation of the game under the present conditions seems improbable.

The lightweight battle in Juarez Sunday night in which "Fighting" Thrope won on a supposed foul, die not add to the popularity of the game by those present. The card drew less than \$500, it is said.

Monday night the promoters found there was not enough money in the treasury to remunerate O'Rourke and Thrope for their services. A return match between these two lightweights is not to be considered. The butting tactics of Thorpe, which made the fight uninteresting, lost him many friends in El Paso and Juarez, and, while O'Rourke fought a clean battle throughout, it is claimed that he was not in condition.

"I am sure that I didn't pay my money to see that referee," said one fan, sitting directly by the press bench, at the fight Eunday night.

"The slipshod manner in which these fights are being stayed gets my goat," said another.

Considerable discussion regarding the fight took place in El Paso and

FORD'S BOWLERS DEFEAT BAILEY'S

Victors Annex Three Points in Match at Wigwam Allers—Ford Rolls High Game and Total, Ford's team won from the Bailey quintet at the Wigwam alleys Monday night, taking three points. Ford rolled high game, 137 and total, 486, D. C. Evans officiated as foul judge. The

Grand totals727 669 668 2955 SPORT \$.. \$.. \$.. SWIFTS LOSE GAME

TO THE GRECIANS The Grecians won all four points from the Swifts Monday night at the Cactus alleys, in the Industrial league. Resner rolled high game, 210, and total, and total,

814 900

Swift's team— 1 2 3.7 S. A. Vaughn128 147 180 F. Page116 153 156 F. R. Bynn116 153 156 H. Melsel158 131 134 F. Comer137 129 181 .720 721 790 2231

RITCHIE TO FIGHT MURPHY ON JAN. 23

San Francisco, Calif., Dec. 16.—
Champion Willie Ritchie and Harlem
Tommy Murphy have been rematched
to fight here on Friday, January 23.
The terms agreed to are the same as
those for the bout cancelled on Decomber 18. The weight is to be 133
one hour before the fight. Ritchie is
guaranteed \$15,600, win, lose or draw,
Murphy is allowed \$200 for training
expenses for the bout that was cancelled,

The Private Dining Rooms at the r are now open; entrance through Street side of Hotel.—Advertise-

Wisterla Cafe open for business. Home cooked meals.—Advertisement.

BRITON INVENTS NOVEL GOLF BALL

Seven Small Balls, Wound With Rub-ber, Compose New Pellet That Can-not Be Knocked Out of Shape.

London, Eng., Dec. 16.—A novel gold ball, for which many improvements over the present article are claimed, has been invented by Dr. Dimmock, a practicing physician in Harrowgate.

Cenversely, when a putter is used the ball is less affected than is the ordinary rubber core ball, insuring greater steadiness on the putting

TENNESSEE MAY LIFT THE BAN ON RACING

Horse Breeders Establish Headquarters at Nashville to Secure New Legislation. Chicago, Ill., Dec. 16.—There is just a chance that racing may be resumed again in Tennessee at some time in the near future, but if so, it will be without

near future, but if so, it will be without the bookmaking adjunct.

At a recent session of the Tennessee legislature there were two bills before the house, one to permit boxing, and the other to resurrect racing. Both of these bills could not be passed, and the adherents of both measures agreed to unite in passing the boxing bill, and to wait a more favorable time in which to pass the other. The boxing bill was passed, and at the next session of the legislature, a bill fathered by John W. Schorr, George C. Bennett and other prominent breeders will be introduced. Already headquarters have been established at Nanhville, and the chances for the passage of the bill are said to be bright.

\$5.00 meal tickets for \$4.50; Wisterla Cafe.—Advertisement.

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TEXAS POINTS on sale Bec. 19-20-21-22-23-24-25-20, filmit Jan. 6, 1914. Ark. La. & Okla. on sale Dec. 23-24-25-26.

VERY LOW RATES via



(Creations of this Noted Cartoonist are regular features of The El Paso Herald,)

The restaurant formerly known as the Eastern Grill, 104 South El Paso street, has been purchased by the undersigned and will be closed for repairs until Saturday, December 20th, when it will be opened under entirely new management. The best possible service will be provided our patrons.

Mar Bark Chun.

(Advertissement.)

(Advertisament.)

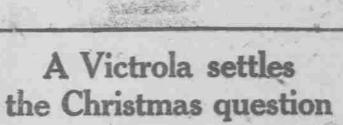


For Real Christmas Cheer Give a Draft

When you send your Christmas remembrance to your relatives and friends abroad this year, send it in the form of a draft-it is so much safer and more convenient than sending the currency.

We issue drafts on England, Ireland, Scotland, Germany, France, Holland, Italy and other foreign countries, at very reasonable rates. Write or call for par-

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EASY PAYMENTS

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J. M. SPAIN, Manager





While the yachtsmen are in the threes of taning-up races, the sixth centest for the international polo cup witnessed, probably at Mandow Brook, L. L. and here again the United States is going to have a lively time defending the cup against the attack of lord Ashby St. Ledger's challenging four. As was the case in 1912, unlimited money is at the disposal of the challengers and the world is being searched for the fastest polo ponies in order that the English team may not be handleaped by show or pourly trained mounts. According to present plans Polo Contest to be Lively.

in English speed yachts, and, according to designer Charles E. Nicholson, will show a surprising turn of speed and several innovations in the way of build and rig. W. P. Burion, an English pmateur yachisman of renown, will dail Shamrock IV, and Albert Turner will set as captain. The situation from a defending standpoint is more complicated, since at least three 75-footers are assured as candidates for the task of defeating Shamrock IV.

New York, Dec. 16.—With New York lord St. Ledgers does not intend to leave anything to chance. A number of the best English players and ponies will go to Madrid, Spain, early in the spring for a severe course of training and practice before coming to the States.

and practice before coming to the States.

According to ennouncement made immediately after the polo matches of 1913, the American "Big Four," consisting of Capt H P. Whitney, Larry Waterbury, Monte Waterbury and Devereux Milburn, decided to cease cup defending as a team, but it is thought that when the battle cry sounds again a majority of the four will be found in the saddle. If it should prove otherwise, however, their ponles are at the disposal of the American team, which undoubtedly would be selected from among the following players: L. E. Stoddard, Malcolm Stavenson, R. La Montagne, R. L. Agassiz, T. Hitchcock, F. S. Von Stade, J. E. Cowdin, Poxhall Keene. Opposed to the American combination will be a four chosen in all probability from the following English experts: Capt. Hardress Lloyd, Capt. Grenfell, Capt. Ritson, Capt. Lockett, Capt. Barreit, Capt. Palmer, Capt. Cheape, Capt. Noel Edwards and W. S. Buckmaster. Challenges have already bean received for the America's yacht cup and the pole cup. The Davis tennis trophy will have to be defended, and Oxford university has accepted an invitation to enter a team at the University of Pennsylvania's relay carnival to be held on April 25. These are but the forerunners of other events yet to be announced, and it becomes more evident each month that the United States apprixman is going to have an exceedingly busy season defending his various trophies during 1214. Confronting this situation, a resume of the invading challengers and opponents is both logical and timely.

By all odds the most important event of the coming year will be the effort of Sir Thomas Lipton to regain the America'c cup with his Shamrock IV. The new challenger, now building at Gosport, is expected to be the last word in English speed yachts, and, according to designer. Charles E. Nichelson. will

Australian Tennis Mennee. Australian Tennis Menace.

Unless there is a most unexpected upset in the Dayls cup preliminaries, the tennis menace of 1914 will come from Australiasia. The semi-official sistement that Norman Brooks, Anthony Wilding, Stanley Doust and A. B. Jones will probably form the team, gives a line on what may be expected in the way of opposition for the American Davis cup defenders. As safeguards the United States has McLoughlin, Williams, Bundy, Johnson, Johnston and Strachan among the younger generations of players.

erations of players.

Hockey Enters Varsity Limelight.